

## GILL NETTERS HAULING OUT

**Many of Them Now at Pollock Seining—Few Arrivals Here Today.**

This morning's fleet here consisted of one Georgesman and several fresh fares down from Boston to split.

Yesterday afternoon, sch. Senator Saulsbury arrived from a handline trip, her haul being for 25,000 weight of salt cod and 2000 pounds of fresh halibut. Schs. Harriett and Jeanette brought down from Boston 50,000 pounds of fresh mixed fish left over from yesterday's market, while sch. Albert W. Black had 25,000 pounds.

The gill netters had less than 10,000 pounds yesterday. One by one the little fleet is giving up for the summer and by the first of June nearly all will have pulled out of the fishery.

### Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Senator Saulsbury, Georges handlining, 25,000 lbs. salt cod, 2000 lbs. fresh halibut.

Sch. Jeanette, via Boston, 50,000 lbs. fresh fish.

Sch. Harriett, via Boston, 50,000 lbs. fresh fish.

Sch. Albert W. Black, via Boston, 25,000 lbs. fresh fish.

Str. Quoddy, gill netting, 2300 lbs. fresh fish.

Str. Lorena, gill netting, 1600 lbs. fresh fish.

Str. Mystery, gill netting, 600 lbs. fresh fish.

Str. Carrie and Mildred, gill netting, 1300 lbs. fresh fish.

Str. Evelyn H., gill netting, 600 lbs. fresh fish.

Str. Prince Olaf, gill netting, 1100 lbs. fresh fish.

Str. Dolphin, gill netting, 200 lbs. fresh fish.

Str. Orion, gill netting, 1500 lbs. fresh fish.

Sch. Josephine DeCosta, via Boston.

Sch. Maud F. Silva, halibuting.

Str. Bethulia, pollock seining, 30,000 lbs. fresh pollock.

Str. R. J. Kellick, pollock seining, 5000 lbs. fresh pollock.

Str. Ethel, pollock seining, 15,000 lbs. fresh pollock.

Str. Advance, pollock seining, 30,000 lbs. fresh pollock.

Str. Rough Rider, pollock seining, 10,000 lbs. fresh pollock.

### Vessels Sailed.

Sch. Mary F. Sears, haddocking.

Sch. Progress, (new) haddocking.

Sch. Harmony, halibuting.

Sch. Etta Mildred, salt drifting.

### TODAY'S FISH MARKET.

#### Salt Fish.

Handline Georges codfish, large, \$4.75 per cwt.; medium, \$4.25; snappers, \$3.

Drift codfish, large, \$4.50 per cwt.; medium, \$4.

Cape North codfish, large, \$4; medium, \$3.50; snappers, \$2.50.

Eastern halibut codfish, large, \$4.25; medium, \$3.75.

Georges halibut codfish, large, \$4.50; medium, \$4.

Cusk, large, \$2.25; mediums, \$1.75; snappers, \$1.25.

Hake, \$1.50.

Pollock, \$1.50.

Haddock, \$1.50.

#### Fresh Fish.

Splitting prices:

Haddock, 90c per cwt.

Eastern cod, large, \$2; medium, \$1.75; snappers, 75c.

Western cod, large, \$2.25; mediums, \$2; snappers, 75c.

Peak cod, large, \$2 medium, \$1.75; snappers, 75c.

Cape North cod, large \$2; medium, \$1.75; snappers, 75c.

All codfish, not gilled, 10c per 100 pounds less than the above.

Hake, 90c.

Cusk, large, \$1.40; mediums, \$1; snappers, 50c.

Dressed pollock, 80c, round, 70c.

Bank halibut, 9 3-4c for white and 7c for gray.

## ERNEST PARSONS FILLS PONTIAC

**Brings 150,000 Pounds of Fresh Cod and Will Make Big Stock.**

But for the arrival of sch. Pontiac with a fare of 150,000 pounds of fresh cod, T wharf market would have been rather short, only nine other fares, mostly from the shore being in this morning.

Prices took a jump over yesterday and trading was reported very good. Wholesalers paid \$3.25 to \$5.50 a hundred for large cod, \$4 to \$4.75 for small cod, \$3 to \$3.50 for market cod, \$1 for hake, \$1.50 for pollock and 9 cents right through for halibut.

### Boston Arrivals.

The fares and prices in detail are: Sch. Louisa R. Sylvia, 11,000 haddock, 11,000 cod, 3000 hake.

Sch. Mary Edith, 200 haddock, 5000 cod, 16,000 hake, 1500 cusk.

Sch. Pontiac, 150,000 cod, 2000 halibut.

Sch. Edith Silveria, 8000 haddock, 3500 cod, 1500 hake, 2000 cusk, 300 halibut.

Sch. Olive F. Hutchings, 2500 haddock, 3000 cod.

Sch. Rose Standish, 19,000 cod.

Str. Swell, 37,000 haddock, 200 cod, 1300 lemon sole.

Sch. Eleanor DeCosta, 13,000 haddock, 4500 cod, 11,000 hake.

Sch. W. M. Goodspeed, 34,000 haddock, 25,000 cod, 1000 hake.

Sch. Eva and Mildred, 20,000 cod, 1000 hake, 5000 halibut.

Haddock, \$3.25 to \$5.50 per cwt.; large cod, \$4 to \$4.75; market cod, \$3 to \$3.50; hake, \$1 to \$2; pollock, \$1.50; halibut 9 cents for white and gray.

## BIG TRAP HAUL AT YARMOUTH

Latest advices from the Cape Shore this morning states that 140 barrels of fresh mackerel were taken in the traps at Yarmouth last evening, it being the largest haul of fish this season on the Nova Scotia coast.

The bulk of the seining fleet are now on the Cape Shore and fish should be showing up most any day. Reports from there this morning state that the weather continues fine.

This morning's netting fares at New York are as follows:

Sch. Rattler, 350 fresh mackerel.

Sch. Diana, 600 fresh mackerel.

Sch. Reliance, 1100 fresh mackerel.

Sch. Freedom, 600 fresh mackerel.

Sch. Rita, 300 fresh mackerel.

Sch. Louise, 400 fresh mackerel.

Sch. Alert, 350 fresh mackerel.

Sch. Squanto is here from Boston to fit for mackerel seining under command of Capt. William Foley.

## SEINER ASHORE AND FLOATED

Sch. Clontonia, Capt. Fred Carritt, while going into Port Medway for harbor yesterday, went aground, starting her leaking, according to a message received by her owners last evening.

Just how the accident happened was not stated. Capt. Carritt secured a tow boat and the craft was pulled off and will be taken to Halifax to go on the slip. Although leaking, it is not believed that the craft is seriously damaged.

# TO CUT FISH IN NEWFOUNDLAND

**Boston Business Man Has Started a Plant—Local Man In Charge—Shows What New Tariff Will Do.**

John J. Field, for many years employed in the fish skinning department of the Gorton-Pew Fisheries Company at the Pew branch, has resigned his position to accept an opening with the Orr Newfoundland Company, Limited, as foreman in its boneless plant.

Mr. Orr, who is a Boston business man, is among the first of the Americans to take advantage of the new tariff bill, and the great possibilities which have been opened up to do business in Canadian and Newfoundland ports in the manufacture of fish products for the American market. It only goes to show what the removal

of the duty on fish means to the American fishing interests, for the organization of the Orr Company will no doubt be followed by the formation of others.

The concern with whom Mr. Field will be located is preparing to go into the manufacture of boneless fish extensively. They will be located at Burnt Island, on the Newfoundland west coast.

Mr. Fields is well known in local labor circles, being a prominent member of the Fish Skinners, Trimmers, Cutters and Pressmen's Union. He was one of the union delegates recently sent to Washington to protest against the removal of duty on foreign fish entering the American market.

### Newfoundland West Coast Fishery.

The Portia reports practically no fish at Cape St. Mary's. Many boats were out there last week, but secured very little. Some had a quintal, others had only one fish, while others had none at all.

Fish are also very scarce in Placentia Bay, as far west as Burin. Other seasons fish would be reported at many parts of the Bay.

St. Lawrence last Tuesday one dogfish was hooked and not another has been seen since. Rose Blanche and Channel report plenty of fish.

Whales are also scarce at Bay of Islands and at Bay St. George there is a fair sign of herring.

### Bait Herring Report.

Amherst Harbor, Magdalen Islands, May 17.—No herring at Amherst; plenty at Grindstone, Grand Entry, House Harbor. Too rough to go out at Etang du Nord.

spots, but he has some old stuff that counts and has delivered it without the clash of cymbals or the toot of trumpets.

## WOULD WATCH LEGISLATION

**Power Boat Owners Urged to Have Agent to Watch Out for Freak Bills.**

A proposal of interest to owners of power boats came from Representative William J. Leslie of Quincy Thursday night at the banquet and formal opening of the Squantum Y. C.

In effect it was to have a legislative agent working in the interests of the power boat owners on Beacon Hill to prevent foolish and hostile power boat legislation.

There is scarcely one power boat man out of a thousand who follows what is brought up in the Legislature, and there are comparatively few who know that at this session of the Legislature there were needless bills proposed which, if passed, would act to the detriment of the sport. It is safe to say that these bills were drawn by people who know little of the sport, and it is certain that many of the "solons" know no more.

It has been proposed that power boats be licensed as are automobiles; why, is a mystery. It has been proposed to oblige power boats in these waters to be numbered with letters at least three inches tall, or in place of numbers to have the name of the boat

### Porto Rico Fish Market.

Codfish.—Arrivals were rather light at this port and market shows an upward trend. Sales of medium cod have been made by selves at from \$32.50 to \$33 net ex wharf.

Ponce prices are very much below ours, and there are reports of sales as low as \$29.

Pollock and haddock.—Owing to more liberal receipts, demand has fallen off, and prices are declining. We quote about \$22 to \$22.50 net ex wharf.—Reported May 6 by S. Ramirez & Co., San Juan, Porto Rico.

### Good Stock.

Capt. Harry Ross, of the American schooner Effie M. Morrissey, and owned by Digby parties, is keeping up his record as a hustler. Ten days ago he arrived at Portland from a fresh fishing trip, stocking \$3,185, and this week was spoken on the banks with his usual luck, hauling for 55,000 pounds of fresh halibut, cusk and cod. The Morrissey has a crew of 22 men in all from Digby.—Yarmouth, N. S., Post.

### Good For Capt. Charlie!

One of the largest catches of halibut landed at Halifax this year was that by schooner Ella M. Rudolph, Capt. Charles Rudolph, Tuesday afternoon. She hauled for 25,000 weight of halibut alone and the crew stood to share a good stock.

### Halibut at Seattle.

Captain C. A. Norton's halibut schooner McKinley arrived at Seattle Monday morning with 40,000 pounds of halibut caught in the north. The McKinley left Anacortes two weeks ago on her first trip since being rebuilt.

Captain Norton left for Seattle on Monday night and spent a few days there disposing of the big catch and outfitting the ship for her next voyage.

### Fishing Fleet Movements.

Schs. Lucania, Lillian, Esperanto and Selma arrived at Liverpool Monday last and cleared for fishing.

### New Lobster Smack at T Wharf.

Capt. W. O. Wallace docked the new lobster smack Conqueror at Commercial wharf, Boston, yesterday morning, having brought her from Rockport, where she was built.

She is the second lobster smack ever built in this state, the first one having been launched from Rockport a few months ago. The new boat, built specially for A. L. Young, vice president of the Boston Lobster Exchange, is 60 feet long with a 14-foot beam and a depth of 7 feet. She carries a well with a capacity for 9000 live lobsters. Her trial trip took place yesterday afternoon.



# KING SARDINE CITY OF THE WORLD

## Gasoline Motor Working Wonders for Fishermen at Eastport.

Beyond question the most striking illustration of the usefulness of the gasoline motor as applied to business boats is the complete revolutionizing of the famous sardine fishing industry of Passamaquoddy Bay, says the Portland Evening Express and Daily Advertiser.

A word about Eastport, the King Sardine City of the World, becomes necessary here. It was there that in the spring of 1875 were canned the first sardines in America, and today the Island City has the largest sardine canning plants in the world. Eastport is situated on Moose Island, about four miles long and two miles wide, being connected to the main land by a long wooden toll bridge built a century ago. It also has railroad connections with the state over another bridge. It is just 190 miles east of Portland by water and is connected by many steamboat lines with the outside

world. Among them might be mentioned the Eastern Steamship Co., from Boston, Portland, Lubec and St. John, N. B.; Frontier Steamboat Co. from Calais and touching at points on the St. Croix River; Deer Island & Campbello S. S. Co. from the neighboring Canadian islands and along the St. Croix River on the Dominion side; Grand Manan, N. B., Steamboat Co., from Grand Manan Island, N. B.; to St. John, St. Stephen and St. Andrews, N. B.; the Passamaquoddy Steam Ferry from Lubec, North Lubec and Campbello Island; together with several small lines operated by gasoline boats from out of the way settlements in the bay.

The sardine business is the principal one of the city, but Eastport also has many stores, manufactories, etc., that go to make up a prosperous bustling little municipality. The sardine season opens this month, although the supply of fish is somewhat limited until the summer is quite well along when there is a big run up to the time of the close in December. The pay roll for the city sardine factories reaches over \$20,000 weekly during the season. A disastrous fire in 1886 burned most of the business front of Eastport, destroying the wharves, sardine factories, etc., but everything has been rebuilt, along larger and more up-to-date lines.

For many years the thousands of hogsheds of herring were brought from the weirs to the Eastport wharves in countless numbers of fishing boats, sails being the motive power exclusively. Then came a fleet of small tug boats, which would tow a long string of herring-laden sailing craft back from the fishing grounds to market. The sailing crafts were very staunch and fast and stories of record breaking trips can be heard from any of the older skippers. But the tides are terrific up there toward the Bay of Fundy and when the fogs set in they frequently remain for weeks at a time while the winds are too light for sailing purposes. So there were many delays and losses of fish and the factories found their source of supply so erratic that they were frequently obliged to shut down pending the arrival of the sardine fleet.

And that was where the gasoline engine took its cue and got into the spotlight. These salt water skippers of Eastport didn't take kindly to the gasoline engine; in fact, they were among the last to fall in line along the Maine coast, but after the first few motors were installed and the captains of the power craft demonstrated that fogs, head tides and dead calms were noth-

ing to them, it then become simply a matter of the survival of the fittest. And the fittest were the power driven craft. The Maine fisherman may not be the quickest in the world to grasp a new idea, but he is naturally thrifty and shrewd and it didn't take him long to discover that if he expected to keep up with the procession of Passamaquoddy he must have a power boat.

Today, in those waters, the sardine-carrying craft minus a motor is considered a back number. The popular type is the sloop or schooner rig, from 35 to 60 feet in length, with small heavy masts, strong rigging to withstand the strains of high winds and heavy cross seas and engines powerful enough to get the most possible speed the design permits. With these sardine fishers speed is the principal essential and the trips are made in all kinds of weather and in conditions favorable or unfavorable as the case may be. In most cases these big boats are handled by one man who is captain, engineer and crew, although some of the largest craft carry from two to four men.

The Quoddy boats are as a rule of the same general type, rakish looking craft, with pronounced sheer and sharp at both ends. They proved to be well adapted to motors and many of them have developed surprising speed.

When the motor boats first appeared around Eastport the older fishermen predicted dire things for the sardine industry. They said the fish would be frightened away by the noise of the exhaust and were sure that within a short time their occupations would be gone. But in Passamaquoddy Bay, as elsewhere, these fears proved to be groundless and today it would be next to impossible to find a fisherman who opposes the marine motor. Trips are made with great regularity and break downs are few and far between, these hardy Maine fishermen seeming to show a particular aptitude for the mechanical part of their outfit.

The herring fishing grounds are scattered all along the shores of the bay, in and around the Canadian and American islands and the mainland and the brush weirs are to be found in the most remote nooks and corners of these waters. The largest catches of fish come from the Bay of Fundy and Passamaquoddy Bay and the various inlets and rivers adjoining. Experience counts in selecting the location for a weir and even the oldest fishermen sometimes miss it after expending several hundred dollars on a weir. On the other hand weirs that have been looked upon as worthless bob up frequently with the best catches of the season, and their owners have made comfortable fortunes out of them.

The tide plays an important part in this herring fishing, for the fish come in with the flood tide, while the catches are gathered on the ebb as a rule. This means a good deal of night work as a result of the rushing tides which ebb and flow every six hours.

More than 150 motor-driven sardine boats call regularly at the Eastport wharves when the season is at its height, and it is noticeable that there have been practically no accidents to

amount to anything, although the fishermen, as a rule, are not particularly careful about fire. The record speaks well for the safety of the marine motor and for gasoline as a fuel when handled with ordinary intelligence.

The fishermen locate their gasoline tanks in the extreme bow of their boats, and they have a capacity of 40 to 100 gallons. Eastport is the center of gasoline supply for Passamaquoddy Bay and the amount will average about 200,000 gallons in a season.

## NEW PROCESS OF FISH PRESERVING

Colonel Bianchi, of the Imperial Russian Army, accompanied by Professor Leonidas Spassky, His Excellency, Vladimir Ivanovitch Kovalevsky, and Professor Danilevsky, member of the Russian State Council, paid a visit to Hull recently with the object of giving practical demonstration before a representative gathering of shipowners and traders of a scientific process of fish preservation. This process is the invention of Professor Danilevsky.

The demonstrations were made in the large room of the Institute of St. Andrew's Dock, where J. McCann, president of the Hull Fishing Vessel Owners' Association, presided over a very large gathering of owners and merchants. Three processes of fish preservation were described in detail by Professor Danilevsky, who claimed that by their use vessels might be in the White Sea for a month or six weeks, and yet bring their fish to market in an absolutely fresh condition.

The ingredients used were neither drugs nor antiseptics, but a food which was used in everyday life. All that had to be done was to immerse the fish in the solutions, and all that was needed was a moderate cool temperature. Fish, he claimed, might be preserved for months, and by one process it could be kept in shop or market uncovered for a considerable time. Quantities of fish were then placed in tubs and will remain undisturbed in the solution for about three weeks on the premises of the St. Andrew's Club. At the end of that time, the Professor and his colleagues will return to Hull and the result of the experiment will be announced.—From The Fish Trade Gazette of London.

### The Salt Herring Situation.

The situation with regard to herring remains about the same. Practically the only stocks obtainable at Halifax are Newfoundland spring herring, which were bought around \$2 a barrel, and have not brought much profit to the holders. Shipments of these fish, made to the West Indies, have in many cases had to be thrown overboard because of their bad quality.

The "Maritime Merchant" states that a member of the trade, discussing the herring question, said that Newfoundland packers had claimed that the whole trouble with their fish in the Halifax market was that buyers allowed their herring to remain outdoors during hot weather. "This," he said, "may have been true of some cases, but there are other cases where importing houses have put all their Newfoundland herring under cover as soon as they have arrived and yet have had them turn out badly. Some of the Halifax importers recently made a request of the St. John's Board of Trade to send an inspector to various outputs to see these stocks and inspect them before shipment. We understand that this suggestion will be acted upon, with satisfactory results, we trust, to all concerned.

### Made Trial Trip.

The new auxiliary lobster schooner Conqueror, recently completed at Rockport, Mass., for A. L. Young, vice president of the Boston Lobster Exchange, was given her official trial run yesterday. With a number of invited guests, the Conqueror went out to the light, using her auxiliary power, which sent her through the water at the rate of six miles an hour. After landing the guests at T wharf the vessel left for the Maine coast to pick up her first cargo of live lobsters. She has a well constructed in the hold in which 9000 lobsters can be carried. Her skipper is Capt. W. O. Wallace.

## WEATHER KEPT POLLOCKERS IN

### Sch. Pontiac Brought Most of Her Big Fare Here to Split.

Sch. Maud F. Silva, Capt. Charles Maud, whose arrival from halibut fishing was reported yesterday, had a small fare, hauling for 5000 weight of fresh halibut, 15,000 pounds of fresh cod and 2000 pounds salt cod. Down from Boston today is sch. Pontiac with 125,000 pounds of fresh cod, which sold to the splitters. Sch. Margaret disposed of her big halibut fare at Portland and brought over salt cod, consisting of about 15,000 pounds, which sold to the owners. The gill netters did but little yesterday, landing less than 10,000 pounds. Most of the pollock seiners stayed in port.

### Today's Arrivals and Receipts.

The arrivals and receipts in detail as follows:  
Sch. Maud F. Silva, Georges, 5000 fresh halibut, 15,000 lbs. fresh cod, 2000 lbs. salt cod.  
Sch. Pontiac, via Boston, 125,000 fresh cod.  
Sch. Margaret, via Portland, 15,000 salt cod.  
Mr. Beatrice, pollock seining, 8000 fresh pollock, 2000 lbs. fresh cod.  
Mr. Bessie A., pollock seining, 25,000 lbs. fresh pollock.  
Mr. Evelyn H., gill netting, 1200 fresh fish.  
Mr. Mary L., gill netting, 1500 lbs. fish.  
Mr. Lorena, gill netting, 800 lbs. fish.  
Mr. Mystery, gill netting, 400 lbs. fish.  
Mr. Prince Olaf, gill netting, 600 fresh fish.  
Mr. Carrie and Mildred, gill netting, 1100 lbs. fresh fish.  
Mr. Randolph, gill netting, 900 lbs. fish.  
Mr. Eagle, gill netting, 800 lbs. fish.  
Mr. Dolphin, gill netting, 3000 lbs. fish.

### Vessels Sailed.

Harvard, Cape Shore.  
Josephine DeCosta, haddocking.  
Albert W. Black, haddocking.

## TODAY'S FISH MARKET.

Salt Fish.	
Handline Georges codfish, large,	\$4.75 per cwt.; medium, \$4.25; snappers, \$3.
Drift codfish, large, \$4.50 per cwt.; medium, \$4.	
Cape North codfish, large, \$4; medium, \$3.50; snappers, \$2.50.	
Eastern halibut codfish, large, \$4.25; medium, \$3.75.	
Georges halibut codfish, large, \$4.50; medium, \$4.	
Cusk, large, \$2.25; mediums, \$1.75; snappers, \$1.25.	
Hake, \$1.50.	
Pollock, \$1.50.	
Haddock, \$1.50.	
Fresh Fish.	
Splitting prices:	
Haddock, 90c per cwt.	
Eastern cod, large, \$2; medium, \$1.75; snappers, 75c.	
Western cod, large, \$2.25; mediums, \$2; snappers, 75c.	
Peak cod, large, \$2 medium, \$1.75; snappers, 75c.	
Cape North cod, large \$2; medium, \$1.75; snappers, 75c.	
All codfish, not gilled, 10c per 100 pounds less than the above.	
Hake, 90c.	
Cusk, large, \$1.40; mediums, \$1; snappers, 50c.	
Dressed pollock, 80c, round, 70c.	
Bank halibut, 9 3-4c for white and 7c for gray.	

## MARKET TOOK LITTLE DROP

### Cod Are Off at T Wharf But Haddock Price Holds Up Well.

T wharf prices took a downward turn this morning, although the market was not over stocked, just nine crafts having arrived since yesterday, mostly with shore fares. Schs. Belhina P. Domingoes had 110,000 pounds of cod and haddock and the Rebecca, 50,000 pounds. The steam trawler Surf had about 47,000 pounds and 5000 weight of sole in addition. Wholesale dealers quoted \$2 to \$4 a hundred for haddock, \$3 for large cod, \$2 to \$2.50 for market cod, 80 cents to \$1.50 for hake, 75 cents to \$1.25 for pollock.



## Boston Arrivals.

The fares and prices in detail are:  
 Sch. Actor, 16,000 haddock, 1000 cod.  
 Sch. Ignatius Enos, 1700 cod.  
 Str. Surf, 42,000 haddock, 6500 cod,  
 5000 lemon sole.  
 Str. Spray, 15,000 haddock, 600 cod.  
 Sch. Belbina P. Domingoes, 50,000  
 haddock, 60,000 cod, 6000 pollock, 1000  
 halibut.  
 Sch. Rebecca, 28,000 haddock, 14,000  
 cod, 8000 cusk.  
 Sch. Helen B. Thomas, 7000 had-  
 dock, 3000 cod, 1500 pollock.  
 Sch. Nettie Franklin, 14,000 haddock,  
 12,000 cod, 4000 pollock.  
 Sch. Emily Sears, 14,000 cod.  
 Haddock, \$2 to \$4 per cwt.; large  
 cod, \$3; market cod, \$2 to \$2.50; hake,  
 80 cts. to \$1.50; pollock, 75 cts. to \$1.25.

## NETTERS HAVE SMALL FARES

Good trips continue among the southern netters and this morning, New York wires that 16 crafts are there, several with some fine fares of large fresh mackerel.

The fares in detail are as follows:

Sch. Albert Brown, 50 fresh mack-  
 erel.  
 Sch. Alert, 200 fresh mackerel.  
 Sch. Annie Mack, 450 fresh mack-  
 erel.  
 Sch. Lucy B. Windsor, 450 fresh  
 mackerel.  
 Sch. Clara T., 350 fresh mackerel.  
 Sch. Thomas Condon, 850 fresh  
 mackerel.  
 Sch. Mabel, 1100 fresh mackerel.  
 Sch. Priscilla, II, 1000 fresh mack-  
 erel.  
 Sch. On Time, 900 fresh mackerel.  
 Sch. W. H. Clements, 400 fresh  
 mackerel.  
 Sch. Verna and Esther, 400 fresh  
 mackerel.  
 Sch. Golden Eagle, 600 fresh mack-  
 erel.  
 Sch. Lillian, 2000 fresh mackerel.  
 Sch. Blanche F. Irving, 2000 fresh  
 mackerel.  
 Sch. Earl and Nettie, 1700 fresh  
 mackerel.  
 Sch. Natalie, 1700 fresh mackerel.  
 Wholesale paid 28 cents apiece for  
 large fresh mackerel this forenoon.  
 At Newport this morning, one net-  
 ting arrival was reported, sch. Mildred  
 J., having 600 large fresh mackerel.  
 Dogfish filled all the weirs at Prov-  
 incetown Tuesday night, and this fact  
 leads many to believe that mackerel  
 are schooling not very far away, as  
 the dogfish stick close to the mack-  
 erel schools. The dogfish apparently  
 drove all the herring and whiting  
 away from the vicinity of Provincetown  
 traps, for with the exception of  
 a few herring caught in Herring Cove  
 none of the bait fish were taken there  
 yesterday morning.  
 The schooner Barbara, fishing off  
 No Man's Land Tuesday night, ran  
 into a big school of good-sized fish,  
 and in one set of the seines captured  
 700 mackerel in count. These fish,  
 landed in New Bedford, were packed  
 and shipped to T wharf.

## Portland Fishing Notes.

After taking on bait, the schooner  
 Claudia, a handliner from Gloucester,  
 proceeded late Tuesday for the  
 Georges banks.  
 After taking out \$1000 worth of fish  
 at T wharf, Boston, Monday, the  
 schooner George H. Lube came to  
 Portland Tuesday to give her crew a  
 chance to spend some of it. Mean-  
 while she grounded out at Long wharf  
 to caulk some of her seams.  
 The schooner Fannie Hayden came  
 up from Chebeague Wednesday to  
 make ready for sword fishing. She  
 will probably start out the latter part  
 of next week.

## Big Halibut Fishing.

The gasoline sch. Idaho arrived a  
 few days ago at Seattle with 94,000  
 pounds of halibut. This was the  
 fourth voyage to Alaska made by the  
 Idaho, her whole catch for the four  
 trips amounting to 309,000 pounds.  
 This schooner is owned and com-  
 manded by Thomas P. Quinn, a son of  
 Martin Quinn, watchman at the Rich-  
 mond Sugar Refinery, Halifax, N. S.

## Vessels Sailed.

Sch. Alice M. Guthrie, haddocking.  
 Sch. Yankee, haddocking.  
 Sch. Squanto, Cape Shore mackerel  
 seining.  
 Sch. Mattie Winship Georges hand-  
 lining.

# THE SARDINE INDUSTRY OF FRANCE

## A History of Little Fishes From Ocean to the Table.

When you purchase a box of sar-  
 dines, or when you open it and devour  
 its savory contents, do you ever think  
 how many hands it passed through be-  
 fore it reached yours? The little sil-  
 very fishes have been subjected to a  
 long series of operations by the fisher-  
 men who extricated them from the  
 meshes of their nets, the women who  
 cleaned them, cooked them and im-  
 mersed them in a bath of oil, the tin-  
 smiths who sealed the boxes, and a  
 supplementary host of packers, car-  
 riers and wholesale and retail deal-  
 ers.

When the fishing boats arrive at  
 their home port the sardines are tak-  
 en to the factory, where they are be-  
 headed, dressed and thrown into vats  
 of brine in which they remain from 15  
 to 45 minutes, according to their size.  
 On their removal from the brine they  
 are laid on grids, which in fine weath-  
 er are carried to an open drying yard,  
 and in bad weather are placed in racks  
 mounted on carriages, which are  
 placed in chambers traversed by a  
 current of hot air.

When the sardines are dry the grids  
 are taken to the kitchen, where they  
 are plunged into huge vessels of boil-  
 ing oil. This operation is watched by  
 women, who take care to remove the  
 sardines before their flesh has been  
 heated to excess.

After the sardines have cooled they  
 are deprived of their tails and packed  
 in tin boxes by women seated at long  
 tables. The boxes are classed as  
 wholes, halves and quarters. The  
 quarter box contains eight or 10 sar-  
 dines, and is the most familiar size.  
 Sometimes pimento, sliced lemons and  
 pickles and other condiments are put  
 in the bottom of the box.

The filled boxes are placed on large  
 trays and carried to the oiling-room,  
 where the voids are quickly filled with  
 oil flowing from a row of taps, which  
 the operator controls with one hand,  
 while with the other she brings each  
 box in turn under a stream of oil.

The boxes are sealed either by sold-  
 ering or by folding and pinching the  
 edges. In the former case the solder-  
 ing iron is continuously heated by a  
 blow-pipe as it passes along the edge  
 of the box, which is clamped to a  
 turn table. A single blower furnishes  
 the air blast for 50 or 60 flames, tend-  
 ed by as many men. In the newer  
 factories soldering has been replaced  
 by the more rapid and more hygienic  
 operation of folding and pinching,  
 which is performed by special ma-  
 chines so perfectly that the lid is her-  
 metically joined to the box.

The sealed boxes are sterilized at  
 a high temperature in autoclaves, and  
 are then rolled in sawdust to remove  
 oil and other impurities from their  
 exterior.

A curious and important fact in the  
 biology of the sardine is the sudden-  
 ness with which these little fishes ap-  
 pear in great numbers and subse-  
 quently vanish, probably in conse-  
 quence of changes in oceanic condi-  
 tions. According to M. Charles Rabot,  
 sardines appear in dense schools wher-  
 ever they find the most favorable de-  
 grees of temperature and salinity,  
 and disappear as soon as the water  
 has been replaced by a current of  
 different character. Unfortunately we  
 know nothing of the physical condi-  
 tions which the sardine seeks, or of  
 the movement of various strata of  
 water along the coast. We do not  
 know whether the sardine prefers  
 warm or cool water, very salt or mod-  
 erately salt water, nor do we know  
 the temperature and salinity of the  
 sea at different seasons, depths and  
 distances from land.

## On the Railways.

Sch. Rose Standish is on Rocky  
 Neck railways.  
 Sch. Frances S. Grueby is on Burn-  
 ham Brothers' railways.  
 Sch. Philomena is on Parkhurst's  
 railways.

## Fishing Fleet Movements.

Sch. Georgianna arrived at Canso,  
 Tuesday last and sailed for Magdalens.

In Brittany, sardines are caught  
 with a long vertical net, from 1000  
 to 1300 feet long and 26 to 33 feet  
 deep, which is supported by corks  
 fastened to its upper border, and is  
 attached to the stern of the boat  
 by a cord several yards long. As the  
 boat moves slowly against the cur-  
 rent the sardines are lured to the net  
 by salted cod thrown on the water.  
 The net is made of thread so fine that  
 it is almost invisible and the meshes  
 are of such dimensions that the sar-  
 dines thrust their heads through them  
 and are caught by the gills. A net  
 raised after a few minutes' trawling  
 sometimes yields several thousand  
 sardines.

This simple and time-honored device

gives good results in the hands of the  
 Breton fishermen, but their rivals of  
 the Gulf of Gascony, and the Atlantic  
 coast of Spain and Portugal prefer  
 the circular seine, which is made by  
 completely surrounding a whole school  
 of fish with a vertical net and then  
 drawing the bottom of the net together  
 by means of a draw-string. The great  
 bag thus formed is gradually con-  
 tracted by hauling in, and the im-  
 prisoned sardines are removed by  
 means of landing nets.

The circular seine is very effective  
 but its employment on the Breton  
 coast is hardly practicable, as was  
 proved by experiment seven years ago.  
 The French packers, nevertheless,  
 would like to have it adopted in or-  
 der to increase the catch. Some ex-  
 perts recommend the Guezennec net,  
 a floating cage of netting, open in  
 front and on top, which is towed be-  
 hind the boat and entraps the sar-  
 dines as it advances. When the catch  
 is deemed sufficient both openings are  
 closed by drawing cords. The top is  
 then reopened and the sardines are re-  
 moved with landing nets.

The French fishermen, however, fear  
 that an increase in the catch will  
 lower the price, and they are re-  
 luctant to adopt any improved device,  
 although the packers require cheap  
 raw material in order to meet the for-  
 eign competition, particularly that of  
 Spain and Portugal, which annually  
 throw about 1,500,000 cases of sardines  
 upon the market. The problem, there-  
 fore, is a difficult one, and its satis-  
 factory solution will require many con-  
 cessions from both sides, before this  
 important industry is safe from the  
 demands of fishermen, tinsmiths and  
 packers.—Jacques Boyer in the Scien-  
 tific American.

## THREE TRIPS AT T WHARF

Sch. Gladys and Nellie Has  
 Another of Her Famous  
 Big Fares.

Three fresh arrivals constituted the  
 receipts of the fresh fish receipts at  
 T wharf, Boston, this morning.

A nice fare is that of sch. Gladys  
 and Nellie, Capt. Watts, with 126,000  
 pounds. Sch. Josie and Phoebe had  
 25,000 pounds and sch. Elva L. Spurling,  
 55,000 pounds.

Wholesale prices on haddock were  
 \$1.35 to \$3 a hundred weight, large  
 cod, \$2.80 to \$3, small cod, \$2 to \$2.50,  
 hake, 80 cents, and pollock, \$1.25.

## Boston Arrivals.

The fares and prices in detail are:  
 Sch. Gladys and Nellie, 4000 had-  
 dock, 120,000 cod, 2000 hake, 400 hal-  
 ibut.

Sch. Josie and Phoebe, 15,000 had-  
 dock, 2600 cod, 7000 hake, 300 halibut.  
 Sch. Elva L. Spurling, 10,000 had-  
 dock, 24,000 cod, 17,000 hake, 300 cusk,  
 4000 pollock.

Haddock \$1.25 to \$3 per cwt.; large  
 cod, \$2.80 to \$3; market cod, \$2 to  
 \$2.50; hake, 80 cts. pollock, \$1.25;  
 cusk, \$1.

# SAW NO CHANGE IN FULTON MARKET

When I wanted to visit Fulton mar-  
 ket, a few days ago, I took the sub-  
 way at One Hundred and Tenth street,  
 Manhattan, and traveled to Borough  
 hall; then a trolley car carried me to  
 the ferry and after a long delay I  
 crossed the river.

My plan was to save the tiresome  
 walk down the once thronged but now  
 almost deserted Fulton street, Man-  
 hattan. As a time-saver the scheme  
 was a miserable failure; but as a re-  
 vivifier of memories of 40 years ago,  
 the experience was most illuminative!

The once arrogant Fulton ferry was  
 "on the bum!" The vulgarity of the  
 slang seems deserved when I recall  
 the arbitrary manner in which pas-  
 sengers were once herded into its  
 boats during busy hours. Many a  
 time, when I dwelt on Columbia  
 heights, as a man of 20, did I literally  
 cling to the chain at the back of  
 the boat—grateful to get across the  
 river! The boat upon which I crossed  
 last week had six passengers besides  
 myself! All the domination of a mo-  
 nopoly had departed! The old chap  
 at the window collected five cents  
 and then told me the next boat would  
 not leave for 20 minutes. We had  
 speech together, and I reminded him  
 of the ancient regime. He sighed,  
 admitted the truth of my criticism,  
 and said: "Ah, well, we all change;  
 this 'ere ferry's no exception!"

When I reached Fulton market,  
 however, I was no longer inclined to  
 agree with the ferryman. The mar-  
 ket hasn't changed, except for the  
 worse, since 1873! It is as damp,  
 musty and foul-smelling as it ever  
 was. The march of improvement has  
 passed it by! I sought in vain for  
 the familiar names of 40 years ago. I  
 looked for placards announcing broiled  
 chicken lobsters at 10 cents each. The  
 ancient yellow brick hotel across the  
 street "was still there," like the flag  
 over Fort Henry.

My first inquiry was: "Where is the  
 board of health?"

No class of citizens has been more  
 meanly treated than the generation  
 after-generation lessees of stalls in  
 Fulton market!

The place, as it stands today, is  
 absolutely unhealthy!

While millions are being expended  
 on "breathing places" for alien Ital-  
 ians, Armenians and Russians of the  
 East side, about 500 tax-paying Amer-  
 ican citizens are housed by the city  
 authorities in disgraceful quarters  
 and assessed exorbitant rents—just  
 because they are fixtures and can-  
 not afford to begin trade anew in a  
 different part of the town, where their  
 best customers from the great hotels  
 might not care to go.

Practically the exaction of rent from  
 the Fulton market men is little less  
 than a shameful species of "graft,"  
 because the commissioners know they  
 have the tradesmen in their power.

Not in many years have I felt such  
 indignation toward the general mis-  
 government under which large num-  
 bers of New Yorkers live! The de-  
 cline of Fulton street, Manhattan, is  
 due to the bridges and the subway;  
 but the fish market is an institution  
 that does not change.—Julius Cham-  
 bers in the Brooklyn Eagle.

## Net Weight Law Regulations.

The committee, appointed by the  
 Secretaries of Commerce, the Treas-  
 ury, and Agriculture to draw up reg-  
 ulations for the enforcement of the  
 new net weight law announces that it  
 is ready to receive recommendations  
 and suggestions in writing. The first  
 hearings for manufacturers, dealers,  
 and others interested will be held  
 in New York during the week of June  
 9, and other hearings will be held  
 whenever and wherever there is suf-  
 ficient demand. Communications for  
 this committee should be addressed to  
 the Net Weight Law Committee, De-  
 partment of Agriculture Bureau of  
 Chemistry, Washington, D. C.

The net weight law was signed  
 March 3, 1913, and it is to go into ef-  
 fect 18 months from that date. It re-  
 quires that the quantity of the con-  
 tents of food packages be plainly  
 marked on the outside of each pack-  
 age in terms of weight, measure, or  
 numerical count.